

CHAPTER 6 **Capital Investment Program**

The CMA's capital investment program represents a series of projects and services intended to maintain and enhance the county transportation system. The CMA must make strategic investment choices to balance maintenance and expansion of the core transportation system to accommodate future population and job growth.

INVESTMENT POLICIES

The CMA capital investment policies recognize a responsibility to future generations while taking a combination of other steps necessary to:

- Maintain and operate existing facilities before diverting funds to build new facilities.
- Ensure that no individual project is so costly that it compromises the improvement of the system as a whole.
- Ensure that regional gateways are safely operated in a manner which manages traffic flow and, where appropriate, gives priority to the movement of carpools, buses and commercial vehicles.
- Give priority to those projects that are most effectively coordinated with land use planning.
- Implement incentives for transit use, ride sharing and more efficient use of existing road space.
- Secure additional funding for a capital investment program that meets priority needs as economically as possible.
- Focus on high priority projects over the next several state and federal funding cycles to ensure delivery of these improvements.

FUNDING CHALLENGES

Using estimates developed by MTC for the regional transportation plan, *Transportation 2030*, the core capital investment plan is "financially constrained." Consequently, Tier 1 can only contain projects that fit into the total amount of funding the CMA expects to be available from federal, state and local sources over the next 25 years. These sources include:

- Federal Surface Transportation Program (STP)/Congestion Mitigation and Air Quality Program (CMAQ);
- State Transportation Improvement Program (STIP);
- Other federal and state funds;
- Transportation Development Act (TDA) funds;
- Alameda County's transportation sales tax (Measure B); and
- Local funds, such as development fees.

MTC estimates that \$108.5 billion in state and federal funding will be available for transportation purposes for the 25-year planning period. Ninety-two percent, or \$99.7 billion, has been already been committed to previous projects and programs. This leaves \$8.8 billion available region-wide for other projects or programs.

Although the amount Alameda County expects to receive from state and federal sources seems to be large, it is not enough to pay for all of Alameda County's transportation needs. The Measure B half-cent sales tax extension will provide additional funding, but still does not address all the needs.

CAPITAL INVESTMENT PROGRAM

The capital investment program serves as the basis for Alameda County's recommendation for the 2005 regional transportation plan, *Transportation 2030*. The investments are presented in five parts:

- Committed Projects
- Tier 1 Investments
- Regional Measure 2 Capital Projects
- Regional Transit Expansion Program
- Big Tent Projects

Note: Revenues and costs are shown in 2004 dollar values. (Show as a footnote)

Committed Projects

Table 6.1 lists the Committed Projects for Alameda County. These are projects for which full funding has already been identified (from state or federal transportation funds, Measure B and local funds), but construction is not yet completed. They represent the first level of committed investment in the

transportation network over the 25-year span of MTC's *Transportation 2030* and the CMA's *2004 Countywide Transportation Plan*. The total commitment to these projects is approximately \$1.92 billion.

Table 6.1—Committed Projects (in millions of dollars)

PROJECT OR PROGRAM	CAPITAL COST
Vasco Road/I-580 Interchange Improvements	40.00
New West Dublin/Pleasanton BART Station	53.00
Dumbarton Express Park-and-Ride: 90 spaces on Decoto Road near I-880 by the Dumbarton Bridge (includes right-of-way acquisition)	1.50
East 14th Street/Hesperian Boulevard/150th Street channelization improvements	1.80
Widen I-238 from 4 lanes to 6 lanes between I-580 and I-880, includes auxiliary lanes on I-880 south of I-238	108.00
I-580 Auxiliary Lanes between Santa Rita Road/Tassajara Road and Airway Boulevard Interchanges.	11.90
East Dublin BART Station Transit Village	22.00
Iron Horse bicycle, pedestrian and transit route	5.80
Paratransit for AC Transit, BART, non-mandated city programs, service gap coordination	243.00
Transit enhancements funded by transit center development funds	4.40
Washington Avenue/Beatrice Street interchange improvements	1.41
New arterial along eastern edge of Westgate Shopping Center between Davis Street and Williams Street	10.63
Transit operations: AC Transit, Welfare to Work, Alameda ferries, ACE, Union City Transit, LAVTA and countywide express bus	510.00
I-680/Sunol Boulevard ramp improvements; includes signal improvements and widening under existing structure	0.90
I-680/Bernal Avenue interchange improvements	17.50
North Canyons Parkway-Dublin Boulevard Gap Closure	10.00
First Street/I-580 Interchange Improvements	30.00
Greenville Road/I-580 Interchange Improvements	35.00
SR-84/Ardenwood Boulevard WB off-ramp intersection improvements	0.60
Extend Fremont Boulevard to connect to I-880/Dixon Landing Road	4.50
Widen Stevenson Boulevard from 4 lanes to 6 lanes from I-880 to Blacow Road	1.00

PROJECT OR PROGRAM	CAPITAL COST
Widen Kato Road from Warren Avenue to Milmont Drive	3.00
Paseo Padre Parkway/Peralta Boulevard (SR-84) intersection improvements	0.50
Widen Mowry Avenue from Mission Boulevard to Peralta Boulevard	0.50
Warren Avenue/Warm Springs Boulevard intersection improvements	0.50
I-580/San Ramon Road/Foothill Road interchange improvements	3.90
Extend Scarlett Drive from Dublin Boulevard to Dougherty Road	5.80
I-580/I-680 Traffic Operations System (TOS)	4.41
Industrial Parkway upgrade between Whipple Road and improved segment of the parkway in Hayward	0.50
SR-84 vertical and horizontal alignment improvements in Fremont and San Leandro (3 miles to 5.1 miles east of I-680)	28.40
AC Transit bus corridor improvements	20.00
First Street Improvements	10.00
North Canyons Parkway-Dublin Boulevard Gap Closure	10.00
Auto/truck separation lane at I-580/I-205 interchange	15.70
Reconstruct I-880/SR-262 interchange and widen I-880 from SR-262 (Mission Boulevard) to the Santa Clara County line from 8 lanes to 10 lanes (8 mixed-flow and 2 HOV lanes)	162.60
Oakland Airport: construct 4-lane cross-airport roadway (mostly on Port of Oakland property)	114.74
SR-84 Realignment in Fremont and Union City	118.20
I-880/SR-92 Interchange Improvements in Hayward	134.20
I-580 connections to Hayward Bypass (SR-238) and interchange improvements: NB Hayward Bypass to NB I-580 and NB Hayward Bypass to WB I-238	22.61
Reconstruct MacArthur Boulevard on ramp to restore access to EB I-80 and WB I-580	9.20

Tier 1 Investments

Tier 1 projects and services represent the next level of investment in the county's transportation system. Tier 1 is based on what the CMA reasonably expects to receive from STP/CMAQ/STIP funding between 2005 and 2030. This combination of funding totals about \$1.31 billion. Tier 1 does not include guaranteed funds that are "set aside" for MTC's regional programs, such as the regional rideshare program or the Transportation for Livable Communities program.

Tier 1 includes funding for the shortfall in transit maintenance and capital replacement. It also includes only partial funding for local road pavement maintenance shortfalls and no funding for non-pavement needs such as sidewalks, lighting and drainage. This backlog will have to be addressed through future revenues or by local government. The estimated cost of funding this backlog is \$831.7 million over the 25 year planning period.

**After the
Committed
Projects, Tier 1
projects and
programs
represent the
next level of
investment.**

Table 6.2 lists Tier 1 projects in more detail. Figure 6.1 shows where projects and programs in Tier 1 are located.

Table 6.2—2004 Investment Program, Tier 1 Projects and Programs

Note: * denotes high priority project

Index	Sponsor	Project	Cost	County Share/ State/ Federal	Meas. B	ITIP	RM2	TCRP	Other	Comments
1		MTS Street Rehabilitation (Pavement & Non Pavement)	2,220.7	112.4	520.0				1,588.3	Other includes Gas Tax Subventions and Prop 42. Unfunded Shortfall is \$719.2m.
Transit Capital Shortfall:										
2	AC Transit		124.7	124.7						STP/CMAQ and STIP County Share funds.
3	BART		388.8	388.8						STP/CMAQ and STIP County Share funds.
4		Bicycle and Pedestrian	200.0		100.0				100.0	Other includes TEA-21, TDA, BTA, TFCA and MTC's Regional Bicycle/Pedestrian Program. (See Project Index #7)

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Index	Sponsor	Project	Cost	County Share/ State/ Federal	Meas. B	ITIP	RM2	TCRP	Other	Comments
5		Corridor Management Program	20.0	20.0						Projects include signal interconnect, transit priority, SMART Corridor etc.
6		Soundwalls	10.0	10.0						
7		Transit Capital Replacement, Local Road Rehabilitation and Safety projects	19.0	19.0						Includes safety projects to access transit. Funding comes from Bicycle and Pedestrian Program Credit. (See Project Index #4).
Subtotal for Countywide Projects			2,983.2	674.9	620.0	0.0	0.0	0.0	1,688.3	
Multi-Area Projects										
8 *	AC Transit	AC Transit Berkeley/Oakland/San Leandro Corridor	167.0	30.1	23.2		65.0		48.7	Provides first stage of BRT. PA1 (80%) PA2 (20%). Other: Section 5309 Capital Program Funds administered by FTA.
9 *	ACCMA/Caltrans	I-680 SMART Carpool Lane Demonstration Project (southbound)	20.0		10.0				10.0	PA3 (50%) PA4 (50%). Other is programmed in STIP. Cost includes equipment, pavement, etc.
10	ACCMA/Caltrans	NB I-680 SMART Carpool Lane (Sunol Grade)	165.0	25.0	20.0	60.0		60.0		PA3 (50%) PA4 (50%)

Index	Sponsor	Project	Cost	County Share/ State/ Federal	Meas. B	ITIP	RM2	TCRP	Other	Comments
11	AC Transit	Major Corridor Improvements	97.0	7.0					90.0	Of \$7.0 m state/fed: PA1- \$5.0m. PA2-\$2.0m. Other funds: \$90.0 min Section 5309 Capital Program Funds administered by FTA. PA 1 corridors: MacArthur, Foothill, Broadway/ College/University, Shattuck/Alameda, Sacramento, Hollis. PA 2 corridors: E.14th/Mission, Hesperian.
12	CMA/AC E	ACE Capital, Station and Track Improvements	13.6	2.0	11.6					PA3 (50%) and PA4 (50%).
13	BART	Station Capacity enhancement Projects (Alameda County Share)	42.1	42.1						PA1:\$30m, PA2: \$10m, PA3: \$1.3m, PA 4: \$0.80m. In PA1 of \$30.0m, \$20.0m for in- station capacity enhancement at Fruitvale & W. Oakland stations. For PA4: project is station capacity and/or access projects. Projects are segmentable by station and within each station.

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Index	Sponsor	Project	Cost	County Share/ State/ Federal	Meas. B	ITIP	RM2	TCRP	Other	Comments
14	BART	Station Access Projects (Alameda County Share)	14.5	9.5	1.0		2.0		2.0	"Other" is from TFCA. PA1: \$4.5m, PA2: \$5.0m. For PA1: Emphasis on stations serving Albany, Emeryville and Piedmont. Matching funds from RM2 Bike/Ped Improvements and Measure B Bike/Ped discretionary funds. For PA4: see comments in Station Capacity projects. Projects are segmentable by station and within each station.
15	Caltrans	Two-lane 4th Bore at the Caldecott Tunnels	218.0	8.0			50.5		159.5	Other includes \$2.0m Contra Costa County RTIP; \$20.0m TCRP; \$16.0m ITIP; and \$113.5m Contra Costa Co. Sales Tax Renewal. Alameda County funding for mitigation.
Subtotal Multi-Area			737.2	123.7	65.8	60.0	117.5	60.0	310.2	
Planning Area 1—NORTH COUNTY										
16 *	BART/ Port of Oakland	BART Oakland Airport Connector	254.3	44.0	76.3		30.0		104.0	Other is RM1: \$31.0m; Port: \$25.0m; STIP Programmed but unallocated : \$33.0m; STIP allocated: \$15.0m.
17	AC Transit	Facilities expansion	2.0	2.0						Includes Operating Division (bus yards for routine non-major maintenance of fleet), Park and Ride and Transit Centers.

Index	Sponsor	Project	Cost	County Share/ State/ Federal	Meas. B	ITIP	RM2	TCRP	Other	Comments
18	AC Transit	Rapid Bus enhancements in San Pablo Corridor	2.0	2.0						Includes upgrades to either the on-street systems (signals, emitters, shelters, furniture or streetscape) and/or enhancements to fleet (more vehicles, on-board equipment, etc.) over the 25 year life of the Plan.
19	Alameda County/ City of Alameda	Fruitvale Avenue Railroad Bridge Seismic Retrofit	7.2	1.4					5.8	Other is HBRR.
20	Alameda County/ City of Alameda	Fruitvale Avenue Roadway Bridge Seismic Retrofit	22.8	11.2					11.6	Other is \$10.0m HBRR and \$1.60m Local.
21	Alameda County/ City of Alameda	Estuary Bridges No Collapse Seismic Retrofit	2.4	1.0					1.4	Other is HBRR. Includes Park Street Bridge, High Street Bridge and Fruitvale Ave Bridge.
22	Alameda	Tinker Avenue Extension from Webster to 5th Avenue	14.8	2.2					12.6	Other is \$4.0m already programmed. Of balance \$8.55m: EDA, \$1.05m; CDF, \$3.16m; Sales Tax, \$4.34m.
23	Albany	Marin Ave reconfiguration w/ bike lanes	1.0	1.0						
24	Albany/ Piedmont	Signalization: Piedmont and Albany	0.8	0.8						\$0.5m Albany and \$0.25m Piedmont
25	Berkeley	I-80/Gilman Improvements	1.5	1.5						

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Index	Sponsor	Project	Cost	County Share/ State/ Federal	Meas. B	ITIP	RM2	TCRP	Other	Comments
26	Berkeley	University Avenue enhanced bus transit	5.0	3.5						Project components would include various traffic system management techniques to enhance transit operations along University Avenue.
27	Berkeley	Downtown Transit Improvements	5.0	5.0						This project will benefit BART, ACT Transit's BRT, as well as University Avenue, Shattuck, Telegraph and College Ave corridors.
28	Berkeley/ BART	Ashby BART-Ed Roberts Campus/Transit Oriented Development	5.2	5.2						Fully funds Phase 1, the transportation improvements necessary to accommodate the Ed Roberts Campus. Total Project Cost including all of the phases is \$ 45.2million.
29	Caltrans	HOV bypass at left side of SF/O Bay Bridge	4.0	4.0						
30	ACCMA/ Caltrans	I-880/Maritime HOV Access	5.0	3.0			2.0			It is anticipated that a portion of project development will be funded through RM2 Project ID # 29.
31	Emeryville	Ashby-Shellmound Interchange, Phase 1	2.8	2.5					0.3	Other is Local funds. Phase 1 completes plans and specifications for the project. Total project cost including all the phases is \$38.0m.

Index	Sponsor	Project	Cost	County Share/ State/ Federal	Meas. B	ITIP	RM2	TCRP	Other	Comments
BART Transit Villages:			25.0	25.0						For Index 32,33 and 34. Project includes parking structure and access improvements up to \$25million for one or more transit villages based on project readiness.
32	Oakland/ BART	MacArthur BART Transit Village								
33	Oakland/ BART	W. Oakland BART Transit Village								
34	Oakland/ BART	Coliseum BART Transit Village								
35	Oakland	Downtown Oakland Intermodal Transit Center	11.2	1.6	5.8				3.8	Other: \$1.6million TEA-21, \$1.45million CMA TIP approved recently and \$0.8m ORA Funds.
I-880 North Improvements:										
36	Oakland/ Caltrans	I-880 & 5th Ave ramp reconfiguration project. Interchange to SB Ramp (construction) and Project Development for NB ramp	20.0	12.4		7.6				5th Ave. ramp includes 1st phase of 5th Avenue project--new on and off ramps at 5th Avenue
37	Oakland/ Alameda/ CMA/ Caltrans	29th/Fruitvale area I-880 Access Improvements	15.0	5.0			10.0			29th/Fruitvale includes relocation of the SB Fruitvale off-ramp and Lisbon on-ramp.
38	Caltrans	I-880 North Improvements	20.0			20.0				
39	Caltrans	I-880 SB & 66th/Hegen- berger Auxiliary Lanes	2.1			2.1				

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Index	Sponsor	Project	Cost	County		Meas. B	ITIP	RM2	TCRP	Other	Comments
				Share/ State/ Federal							
40	Alameda/ Oakland/ Caltrans	Broadway/ Jackson Interchange, Phase 1	28.0	17.2	4.6					6.2	Other: already programmed STIP.
41	Oakland/ Caltrans	42nd Ave and High St Access Improvements (to I-880) Project	15.4	11.0						4.4	Other: already programmed in STIP.
42	Oakland	ITS City wide, Phase 1	13.0	13.0							Funds initial segment of Phase 1. The project will upgrade 58 traffic signals along High St, 98th Ave, San Leandro St, Fruitvale Ave, and Broadway.
43	Port of Oakland	Outer Harbor Intermodal Terminal Expansion	62.5				50.0			12.5	Other is Port. Includes capacity enhancements at the present aka JIT site and construction of support components at the Knight Yard located at the former Oakland Army Base. Proposed work includes additional container storage space, expanded utilities and gate facilities.

Index	Sponsor	Project	Cost	County Share/ State/ Federal	Meas. B	ITIP	RM2	TCRP	Other	Comments
44	Port of Oakland	Reconstruction of the 7th Street/UPRR Grade Separation	93.75			75.0			18.75	Provides for a grade separation in the vicinity of 7th St. where the UPRR tracks enter the Port's intermodal yards. Project will include a public access component (bicycle paths and pedestrian walkways) to provide for safe public access to Port area parks. Work will include design and engineering (including geotech study and haz mat survey, environmental documentation, ROW determination), possible purchase of land for the grade separation, and construction.
45	Port of Oakland	Air Cargo Access Road	10.4	7.7					2.7	Other is Port funding.
SUBTOTAL PLANNING AREA 1			619.4	183.2	86.7	154.7	42.0	0.0	152.8	
Planning Area 2—CENTRAL COUNTY										
46	AC Transit	Transfer Stations/Park and Ride	3.5	2.0			1.5			
47	CMA	Community Based Transportation Plan	12.0				2.0		10.0	Bike/Ped: \$2.0m in RM2; Other is Lifeline: \$10m. Sidewalks in the Cherryland area of unincorporated Alameda County.
48	Alameda County	E. Lewelling Roadway Improvements	20.5	7.9	11.6				1.0	Fully funds project when combined with PA2 set asides with Measure B funding. \$1.0m local funds.

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Index	Sponsor	Project	Cost	County Share/ State/ Federal	Meas. B	ITIP	RM2	TCRP	Other	Comments
49	Alameda County	Crow Canyon Safety Improvements, Stage 1	4.1	4.1						Improvements for Stage I include roadway realignment, shoulder widening, bicycle lanes, retaining wall systems and landscaping. The total project cost is \$30.4m.
50	Alameda County/ Caltrans	I-580 Interchange Improvements in Castro Valley	26.0	13.0	11.0				2.0	Other is \$1.2m Federal Earmark and \$0.8m local funds.
51	Caltrans	I-580 TMS/TOS/ Ramp Metering (Dublin City Limit to I-880)	2.6	2.6						PA2 portion only: I-580 TMS/TOS/Ramp Metering from Dublin City limit to I-880.
52	Hayward/ Caltrans	SR-238 Corridor Improvement Project or Hayward Bypass, Stage 1	150.0	42.4	98.5				9.1	Measure B (1986). Other is local match.
53	San Leandro/ BART	San Leandro Transit Village	29.0	2.8					26.2	Other is developer financing and redevelopment bonds. \$2.8m will complete design and environmental work.
54	San Leandro/ Caltrans	Davis Street/ I-880 Overcrossing	10.2	10.2						
55	San Leandro/ Caltrans	Marina Blvd./ I-880 Overcrossing	8.0	3.0					5.0	Other is City Bond funds.
56	San Leandro	Eden Road	2.0	1.0					1.0	Other is Redevelopment Agency Bonds and Improvements District.
SUBTOTAL PLANNING AREA 2			265.9	88.0	121.1	0.0	3.5	0.0	53.3	

Index	Sponsor	Project	Cost	County Share/ State/ Federal	Meas. B	ITIP	RM2	TCRP	Other	Comments
Planning Area 3—SOUTH COUNTY										
57	AC Transit	Express Bus/Dumbarton Corridor Improvements	4.0	1.6			2.4			
58 *	BART	BART/ Rail Extension to Warm Springs	678	57.7	192.8		95.0	111	229	Other includes RM1 payback-\$60m; San Mateo buy in \$145m; RM1 Rail \$24m. \$10m of RM 2 for Fremont grade separations
59	ACTA/ Caltrans	I-880 HOV and Mission Interchange, Phase IB	38.3	26.0					12.3	Other is Local Funds from Fremont.
60	Fremont/ Caltrans	SR-262/ Warren/I-880 interchange improvements Ph.2, E Warren Ave/ UP RR Grade Separation	52.0	11.2					40.8	Other funding is \$20.0m in SC Measure A to move truck-rail transfer facility and \$20.8m in Fremont Redevelopment and TIF Funding.
61	Fremont	Construct elements of Future Irvington BART Station	2.4	2.4						Construct elements of future station that will permit future station construction while BART is in service.
62	Newark/ ACCMA/ ACTIA	Dumbarton Rail Corridor	278.4	14.3	17.1		135.0		112.0	Other: San Mateo County Measure A, \$60.0m; Santa Clara County Measure A, \$40.0m; ITIP, \$12.0m (Capital Corridor Joint Powers Authority).
63	Newark	Central Ave. RR overpass at UPRR	11.7	8.6					3.1	Other: \$1.0m Federal SAFETEA High Priority Projects, \$2.1m from local capital reserves.

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Index	Sponsor	Project	Cost	County Share/ State/ Federal	Meas. B	ITIP	RM2	TCRP	Other	Comments
64	Union City	Union City Intermodal, Phase 1	33.9	7.1	11.4			2.0	13.4	Other includes AC Transit FTA Grant (\$1.8m), 04/05 STIP (\$3.3m), CMA TIP (\$1.0m) and remaining City's RDA.
65	Union City	Union City Intermodal Passenger Rail Project Phase 2	50.0	8.0					42.0	Other includes developer financing, Improvement district and redevelopment agency bonds.
SUBTOTAL PLANNING AREA 3			1,104.7	136.9	221.3	0.0	232.4	59.0	455.1	
Planning Area 4—EAST COUNTY										
66 *	CMA/ Caltrans	I-580 Corridor		55.3	21.7	154.0	65.0	25.0	124.0	Other is TVTC Fee \$8m, RM1 for rail right-of-way protection, \$16m, , Federal earmark \$5m and AB1171 \$95m through MTC. I-580 Auxiliary Lane Project may potentially be a stand-alone project with exclusive Measure B funds.
		EB HOV lane including auxiliary lanes	80-100.0							
		WB I-580 to SB I-680 flyover	200.0							
		WB I-580 HOV lane including auxiliary lanes	80-100.0							
		EB truck climbing lane at Altamont	65.0							

Index	Sponsor	Project	Cost	County Share/ State/ Federal	Meas. B	ITIP	RM2	TCRP	Other	Comments
67	Alameda County	Vasco Road Phase I	19.3	3.2	1.5				14.6	Other: \$3.9m from STP/CMAQ; \$1.4m programmed under STIP; and \$9.25m from Tri- Valley Development Fees/East Contra Costa Development Fees and Local funds. Total project cost is listed as \$13.5m in existing RTP. Increase in project cost is due to utility relocation and increase in construction costs. NEPA will be completed in 2004.
68	Caltrans	I-580 TMS/ TOS/Ramp Metering, San Joaquin County (SJQ) Line to Dublin City Limit	8.8	0.8					8.0	Other: funding from Regional Freeway System Management set-asides. I-580 TMS/TOS/Ramp Metering from SJQ line to Dublin City limit.
69	LAVTA	Satellite facility	19.0	3.2					15.8	Other: \$9.75m total requested federal allocation (over several years), \$3.50m LAVTA TDA reserves, \$1.50m previous Federal Earmark, and \$1.00m Livermore UA Federal Funds. Land acquisition complete.
70	Liver- more/ Caltrans	I-580/Isabel Interchange Improvements Ph 1 and Ph 2	100.0	28.6	24.7				46.7	Other is \$10.3m Federal Demo and \$36.4m Livermore development fees.
71	Liver- more/ ACTIA/ Caltrans	SR-84 Improvements	102.5	13.2	81.2				8.1	Other includes \$4.7m of TVTC Fee and \$3.4m in utility company contributions
SUBTOTAL PLANNING AREA 4			514.6	104.3	129.1	185.0	65.0	25.0	193.2	
GRAND TOTAL			6,224.9	1,310.9	1,244.0	339.7	460.4	144.0	2,852.9	

Regional Measure 2 Capital Projects

RM 2, approved by Bay Area voters in March 2004, increased the tolls on State-owned bridges to \$3. The legislation is expected to generate \$3 billion over 35 years. The following capital projects and services, shown in Table 6.3, provide direct benefits to Alameda County.

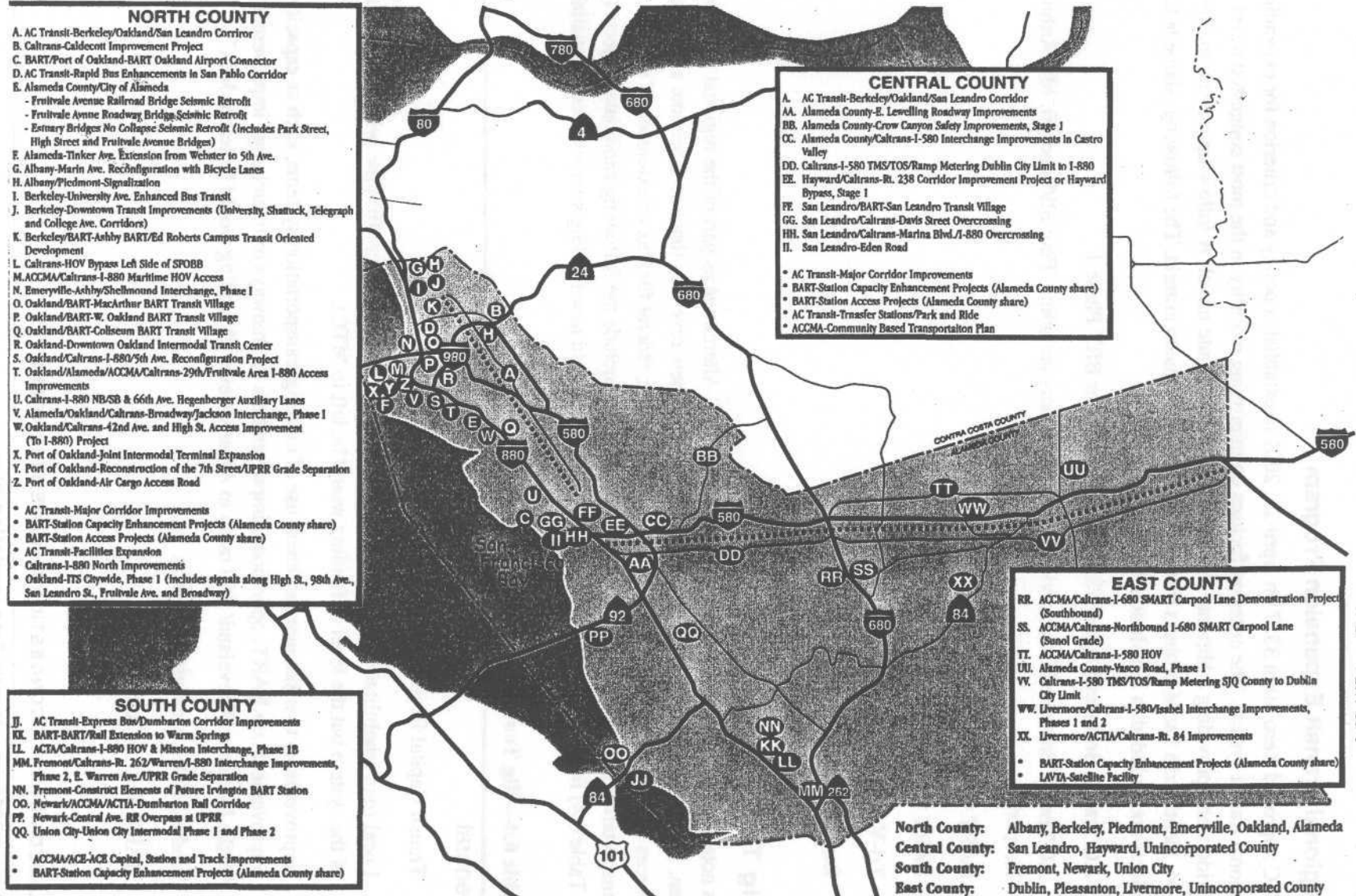
Table 6.3—Regional Measure 2 Capital Projects

PROJECT OR SERVICE	CAPITAL FUNDS (millions of \$)	OPERATING FUNDS (millions of \$ annually)
BART Tube Seismic Retrofit	143	
Transbay Terminal	150	
Oakland Airport Connector	30	
AC Transit Enhanced Bus: International Blvd/Telegraph Corridor	65	3.0
Alameda/Oakland/Harbor Bay Ferry Service	12	6.4
Berkeley/Albany Ferry Service	12	3.2
Regional Express Bus: San Mateo, Dumbarton, Bay Bridge	22	6.5
Dumbarton Commuter Rail	135	5.5
I-880 North Safety Improvements	10	
BART Warm Springs Extension	95 *	
I-580 (Tri Valley) Transit Rapid Corridor	65	
Owl Bus Service: BART	-	1.8
TOTAL	\$689	\$26.4

* Includes \$10 million for Fremont Grade Separations

The capital projects are all included in Tier 1 Investments. Funding from future federal and state fund sources, together with Regional Measure 2 funds and Measure B funds, completes the funding package.

Figure 6.1—2004 Investment Program, Tier 1 Projects and Programs



Regional Transit Expansion Program

MTC approved Resolution 3357 on April 25, 2001 to establish a policy and criterion for expanding the regional transit system. The criterion focuses on improving mobility in the most congested travel corridors and providing additional transit options for commute travel. A follow-up resolution, Resolution 3434, identified a list of projects that met the transit expansion criteria. The following Alameda County projects are included in Resolution 3434:

- AC Transit Berkeley/Oakland/San Leandro Corridor BRT Phase 1
- AC Transit Enhanced Bus Service in major corridors including: Foothill/Bancroft, MacArthur and Hesperian
- BART Oakland Airport Connector
- BART to Warm Springs
- Tri-Valley Transit/HOV Improvements
- Dumbarton Rail

Big Tent Projects

As noted in Chapter 5, MTC will develop a “Big Tent” Alternative as part of the regional transportation plan, *Transportation 2030*. This alternative is based on new revenues that could become available from sources such as a regional gas tax, increase in the state or federal fuel tax or extension of the transportation half-cent sales tax. The CMA’s Plan will include the following candidate projects (shown in Table 6.4) for inclusion in the Big Tent Alternative should new funding sources become available.

Table 6.4—Big Tent Projects

General

- Transit Capital Replacement Shortfalls
- Local road rehabilitation shortfalls (it is suggested that the CMA confirm the priority for maintenance of the system but the level of funding would be left to MTC).
- Improvements to make more efficient use of existing transportation systems, such as capacity improvements on BART, operational improvements on freeways or interchange improvements such as the Buchanan/Cleveland/ I-80 ramp in Albany (level of funding would be left to MTC).
- Under-funded Measure B projects
- BART Seismic Retrofit

- Additional highway bridge seismic retrofit that goes beyond “no collapse” to lifeline standards
- Transportation improvements that support transit oriented development.
- Lifeline transit
- Projects to improve goods movement in key freight corridors.
- In coordination with San Joaquin County, identify transportation improvements between San Joaquin and Alameda and Santa Clara counties.

HOV Lanes

- Direct HOV connector between I-880 and SR-84 Dumbarton Bridge approach.
- Direct ramps to HOV lanes on I-80, I-880 and I-680 at selected locations.
- Extend existing I-880 HOV lanes north to San Leandro and Oakland.
- HOV gap closure on I-680 between existing HOV lanes in Contra Costa and Alameda counties.
- High Occupancy Toll (HOT) Lanes
- HOT lane on I-580 in Livermore Valley
- HOT lane on SR-84, between I-580 and I-680

Transit

- Additional Rapid Bus or BRT corridors in Alameda County
- BART/rail to Livermore

Freight

- I-238 truck bypass lanes

Freeways

- I-880 modernization and ramp reconfiguration in Oakland as identified in the *North I-880 Safety and Operations Study*
- I-680 to I-880 cross connector in Fremont/Milpitas
- I-880 widening between Whipple and Jackson

FLEXIBILITY IN THE USE OF FUND SOURCES

As shown in Table 6.3, projects are funded from a variety of sources. Under current law and practice, the CMA determines which projects receive federal STP/CMAQ or STIP County Share funds. The Interregional Transportation Improvement Program (ITIP), also shown as one of the Tier 1 components,

is under the discretion of Caltrans and the California Transportation Commission. The federal New Starts and bus programs are part of Tier 1, as well. Funding the Big Tent projects is dependent on legislative action and/or voter approval and is therefore less certain. In order to give maximum flexibility to the CMA and to stretch the STIP County Share and STP/CMAQ funds, the CMA will consider substituting funds among these sources on a case-by-case basis.

RELATIONSHIP OF INVESTMENT PROGRAM TO COUNTYWIDE TRANSPORTATION PLAN GOALS

Among the challenges facing the agencies responsible for investing public funds is to reflect public policy in those investments and to spend funds effectively.

How has the CMA faced this challenge? The CMA has established policies and developed the investment program described above—It is more important to maintain and manage the system than to expand it. The next question is: Does the investment program reflect the CMA's adopted policies?

Any approach to investment faces two choices: to maintain and manage the existing system or to expand the system. The Plan and the capital investment program reflect the underlying principle that maintaining and managing the existing transportation system is of greatest importance.

The CMAs in the region receive about two-thirds of the remaining uncommitted funds. The remainder is dedicated to maintenance of the system, both transit and roads, system management, and community vitality.

An analysis of the CMA's investment choices shows that approximately 73 percent of the expected revenues have been set aside for management and maintenance of the existing transportation system. Investments that add capacity to the system, both transit and highways, account for 20 percent.

The CMA's goals for the *2004 Countywide Transportation Plan* are discussed in Chapter 1 and have been identified in Table 1.1 in a framework for investment needs, planning and legislative advocacy. Table 6.5 relates those goals to the Tier 1 investment program and demonstrates the vision of the Plan in "real" project and program terms. Projects and programs may address multiple goals.

The CMA has proposed a capital investment program that mirrors its adopted policies and demonstrates a commitment to transit, to reducing congestion and pollution and to maintaining and enhancing the transportation network. All these goals are important for the individuals and organizations in the region. The capital investment plan seeks to present a balanced approach to achieving all of them.

IMPLEMENTATION ISSUES

The timing of the funding of each project will be determined by the “Programming Cycle,” either state or federal. Each funding program has its own specific requirements for the type of project that is eligible to receive funds. Projects must meet the general eligibility criteria of each funding program. Projects must also be within the dollar amount shown in the Plan. The CMA will determine plan conformity based on the 2004 dollar values shown in this Plan. Projects will also be subject to the “Timely Use of Funds Policy” and other policies, as appropriate, adopted by the CMA Board.

Table 6.5—How Tier 1 Meets Countywide Transportation Goals

POLICY GOALS	IMPROVE MOBILITY	INCREASE TRANSIT USE AND ACCESS	IMPROVE AIR QUALITY	SUPPORT ECONOMIC VITALITY	ENHANCE OPERATIONAL EFFICIENCY	COORDINATE LAND USE AND TRANSPORTATION
MTS Streets Pavement Maintenance	X	X		X	X	
Transit Capital Shortfall: BART and AC Transit	X	X	X			
Corridor Management Program			X		X	
Soundwalls				X		
Transit Capital Replacement, Local Road Rehabilitation, and Safety Projects	X	X	X			
Oakland/Berkeley/San Leandro AC Transit Corridor—Stage 1 BRT	X	X	X	X	X	
AC Transit Major Corridors Enhancement	X	X	X	X	X	
I-680 SMART Carpool Lane D	X	X	X		X	
Station Capacity Enhancement Projects at BART stations		X	X		X	
Station Access Projects at BART Stations		X	X			X
ACE Capital, Station and Track Improvements		X	X		X	
BART Oakland Airport Connector	X	X	X	X		
AC Transit Facilities Expansion					X	

POLICY GOALS	IMPROVE MOBILITY	INCREASE TRANSIT USE AND ACCESS	IMPROVE AIR QUALITY	SUPPORT ECONOMIC VITALITY	ENHANCE OPERATIONAL EFFICIENCY	COORDINATE LAND USE AND TRANSPORTATION
AC Transit Rapid Bus Improvements in San Pablo Avenue	X	X	X	X	X	
Fruitvale Avenue Railroad Bridge Seismic Retrofit					X	
Fruitvale Avenue Roadway Bridge Seismic Retrofit					X	
Estuary Bridges No Collapse Seismic Retrofit					X	
Tinker Avenue Extension from Webster to 5 th Avenue	X				X	
Marin Ave. improvements including bike lanes					X	
Signalization in Piedmont and Albany			X		X	
University Avenue Enhanced Bus Improvements	X	X		X	X	X
Downtown Transit Improvements in Berkeley	X	X		X		X
Ashby-BART Ed Roberts Campus TOD	X	X	X			X
HOV bypass at left side of SFOBB	X	X	X		X	
I-880/Maritime HOV Access	X	X	X		X	
Ashby-Shellmound Interchange, Phase 1	X				X	
Transit Village Improvements at MacArthur, W. Oakland and Coliseum BART stations		X	X	X		X
I-880 & 5 th Ave. Ramp Improvements	X			X	X	X
I-880 & 29 th /Fruitvale access improvements	X			X	X	X
I-880 North Improvements	X			X	X	X

POLICY GOALS	IMPROVE MOBILITY	INCREASE TRANSIT USE AND ACCESS	IMPROVE AIR QUALITY	SUPPORT ECONOMIC VITALITY	ENHANCE OPERATIONAL EFFICIENCY	COORDINATE LAND USE AND TRANSPORTATION
I-880 SB/NB & 66 th /Hegenberger Auxiliary Lanes	X				X	X
42 nd & High St. Access Improvements	X				X	
Broadway/Jackson Interchange	X			X	X	
Oakland Downtown Intermodal Transit Center	X	X	X	X	X	
ITS in Oakland	X				X	
Joint Intermodal Terminal Improvements	X			X	X	
7 th St./UPRR Reconstruction	X			X	X	
Air Cargo Access Road	X			X	X	
Transfer Stations/Park-and-Ride in Central County	X	X	X			
Crow Canyon Safety Improvements					X	
Community Based Transportation Plan	X	X		X		X
E. Lewelling Roadway Improvements	X			X		
Castro Valley I-580 Interchange Improvements	X				X	
I-560 TMS/TOS in Central and Eastern Alameda County			X		X	
SR-238 Corridor Improvements	X					
San Leandro BART Transit Village		X	X	X		X
Marina Blvd./I-880 Overcrossing Improvements	X				X	
Davis Street/I-880 Overcrossing Improvements	X				X	
Eden Road Extension	X					

POLICY GOALS	IMPROVE MOBILITY	INCREASE TRANSIT USE AND ACCESS	IMPROVE AIR QUALITY	SUPPORT ECONOMIC VITALITY	ENHANCE OPERATIONAL EFFICIENCY	COORDINATE LAND USE AND TRANSPORTATION
Express Bus Services/Dumbarton Corridor Improvement	X	X	X			
Route 262/Warren Ave/I-880 Interchange Reconstruction and I-880 Widening and E Warren Ave/UPRR Grade Separation	X	X				
I-880 HOV and Mission Interchange, Phase 1B	X	X			X	
BART/Rail Extension to Warm Springs	X	X	X	X		
Construct elements of future Irvington BART station	X	X	X			X
Dumbarton Rail Improvements	X	X		X		
Union City Intermodal/BART Parking, Phases 1 and 2	X	X		X		
Central Ave. RR overpass at UPRR	X				X	
I-580 HOV (Tassajara to Vasco)	X	X	X			
I-580 to SB I-680 Flyover	X	X	X			
I-580 EB Truck climbing Lane	X		X	X		
I-580 Isabel Interchange (SR-84) Phases 1 and 2	X					
Vasco Road Safety Improvements Phase 1	X					
SR-84 Improvements	X		X			
LAVTA Satellite Facility					X	

SUMMARY OF INVESTMENT POLICIES

The CMA will use the following policies to address funding the Tier 1 investments.

- The CMA will consider substituting of funds on a case-by-case basis among STIP County Share and STP/CMAQ funds to give maximum flexibility.
- Resources will be focused on high priority projects identified in Tier 1 over the next several state and federal funding cycles to ensure delivery of these projects. High priority projects are those projects that provide congestion relief, improve mobility and/or connectivity that extend beyond a single area.
- Request designation of corridor status combining corridor improvements. Corridor status allows the CMA to pool funding programmed in a corridor and provides flexibility to move funding between various phases of corridor improvements.